
APPENDIX A-5

Transit in the FY 2012-2017 TIP

Table of Contents

Key Acronyms Used in this Document	4
Section 1 - Introduction and Purpose	5
Introduction	5
Purpose	5
Section 2 - Transit Programs and Funding	6
Section 5303-Metropolitan Planning Program	6
Section 5307-Large Urban Areas Program.....	6
Section 5340-Growing States and High Density States Program.....	8
Section 5308-Clean Fuels Program	9
Section 5309-Transit Capital Investment Program.....	10
Bus and Bus Related Equipment and Facilities Program.....	10
Fixed Guideway Modernization Program	11
New Fixed Guideway Systems (New Starts and Small Starts Program)	12
Section 5311-Non Urbanized Formula Assistance Program	13
Rural Transit Assistance Program (RTAP).....	14
Public Transportation on Indian Reservations Program (Tribal Transit Program).....	15
Section 5339-Alternatives Analysis Program.....	15
Section 3 - FTA Human Services Transportation (HST) Programs	17
Section 5310 – Transportation for Elderly and Persons with Disabilities Program	17
Section 5316 -Job Access and Reverse Commute (JARC) Program	18
Section 5317 - New Freedom Program.....	19
Section 4 - Other FTA Programs	21
Section 5320-Paul S. Sarbanes Transit in Parks Program.....	21
Section 5505-University Transportation Centers Program (49 U.S.C. 5505).....	22
TIGGER Program	23

Exhibit A: Atlanta Region Section 5307 and 5340 Distribution and Sub Allocation Policies	26
Exhibit B: Section 5307 Large Urbanized Area Formula Program of Projects	26
Exhibit C: The Section 5308 Clean Fuels Program of Projects	30
Exhibit D: Section 5309 Transit Capital Programs.....	31
Exhibit E: Section 5311 Non-Urbanized Formula Assistance Program of Projects	32
Exhibit F: Section 5339 Alternative Analysis Program of Projects	33
Exhibit G: Section 5310 Transportation for Elderly and Persons with Disabilities Program of Projects.....	34
Exhibit H: Designated Recipient Letter & Section 5316 Job Access and Reverse Commute (JARC) Program of Projects.....	35
Exhibit I: Section 5317 New Freedom Program of Projects	36

Key Acronyms Used in this Document

ARC	Atlanta Regional Commission
DHS	Department of Human Services
DOT	Department of Transportation
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GRTA	Georgia Regional Transportation Authority
GSU	Georgia State University
HST	Human Services Transportation
JARC	Job Access and Reverse Commute
MARTA	Metropolitan Atlanta Rapid Transit Authority
MPO	Metropolitan Planning Organization
NF	New Freedom
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act of the Twenty First Century
TIP	Transportation Improvement Plan
TOS	Transit Operators Subcommittee
USDOT	United States Department of Transportation
UZA	Urbanized Area

Section 1 - Introduction and Purpose

Introduction

Transit serves many public purposes including affordable mobility and congestion management. The opportunity for affordable mobility for all persons is the fundamental reason for offering transit service. Transit systems traditionally provide low cost mobility for people who do not, or cannot, operate a motor vehicle because of personal preference, low income, disability or age.

The Federal Transit Administration (FTA) is one of eleven operating administrations within the United States Department of Transportation (USDOT). As authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the FTA provides oversight of combined formula and discretionary funding programs totaling more than \$10 billion. These formula and discretionary funding programs provide support for a variety of locally planned, constructed, and operated public transportation systems throughout the United States. These systems include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferryboats, inclined railways, and other non-automobile modes that move people.

Each year Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. An annual notice published in the Federal Register contains a comprehensive list of apportionments and allocations based on these funds for the various Federal Transit Administration programs. The Federal Register can be found at: www.fta.dot.gov/laws/leg_reg_86.html

Purpose

The purpose of this document is to give a more detail project description of transit lump sums included in the Atlanta region's FY 2012-2017 Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) allocates federal funds for use in construction of the highest-priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially balanced. Under SAFETEA-LU requirements, the TIP must cover a minimum of four fiscal years. The Atlanta region's TIP covers six fiscal years. The Atlanta Regional Commission (ARC) prepares the TIP in consultation with the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Metropolitan Atlanta Rapid Transit Authority (MARTA), local governments, and other project sponsors.

This document also serves as a reference guide for federal agencies, regional partners, project sponsors, the public and other interested parties.

Section 2 - Transit Programs and Funding

Section 5303-Metropolitan Planning Program

Program Overview

The Section 5303 Metropolitan Planning Program (MPP) provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. The program provides assistance to local governments for conducting transportation planning activities in urban areas with populations greater than 50,000. The goal of the Section 5303 program is to assist in the development of transportation systems that embrace all modes of transportation and efficiently maximize the mobility of people and goods throughout the urbanized area.

Eligible Recipients

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are eligible recipients of Section 5303 funding. MPOs serve as applicants for Section 5303 program funding. Funding tasks must be identified in the locally adopted Unified Planning Work Program (UPWP) for the region. The UPWP identifies transportation tasks both highway and transit-oriented that will be addressed throughout the region. Tasks identified in the UPWP are consistent with the particular items in individual MPO transportation planning prospectuses. The Atlanta Regional Commission's (ARC) UPWP can be found on the ARC website: www.atlantaregional.com/transportation/resources

Funding

Section 5303 funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub allocated by states to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution. Section 5303 funds are available for four years and must be matched by state and local funds. The Federal Share is not to exceed 80 percent of the cost of the projects funded under the program.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3563.html

Section 5307-Large Urban Areas Program

Program Overview

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C. 5307) provides funding resources to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census. This program originated under the Surface Transportation Act of 1982 and became FTA's major transit assistance program in Fiscal Year 1984.

Eligible Recipients

Section 5307 funding is available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials, and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 U.S.C.A. 5307(a)(2). Generally, a transportation management area is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Under FTA's Section 5307 program, Congress has provided that the "designated recipient" (DR) is the entity selected by the State's chief executive officer, responsible local officials, and publicly owned operators of public transportation to "receive and apportion" the funding amounts made available by Congress and FTA. The Section 5307 program further provides that the DR, after consideration of comments and views of the public, will prepare the final program of projects for the amounts available to the DR. (See 49 U.S.C. Section 5307(c)).

For more information:

www.fta.dot.gov/funding/grants/grants_financing_3561.html

www.fta.dot.gov/funding/grants/grants_financing_6995.html

Funding

Section 5307 funding is apportioned based on legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Section 5307 funds are available the year apportioned plus three (total of four years) and must be matched by state or local funds. The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of **operating** assistance.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3561.html

Atlanta Region Section 5307 Policies

Two policies have been adopted for the region for the Section 5307 formula fund allocation and sub allocation for the region. The *Atlanta Region Policy for the Allocation and Programming of FTA Section 5307* is located in Exhibit A. The *Section 5307 Fixed Guideway Reporting Policy for Fixed Guideway Bus Facilities in the Atlanta Region Policy* is located in Exhibit A.

Atlanta Region Funding

Show below is the Atlanta region's Section 5307 Funding for FY 2012-2017

FY 2012-2017 Section 5307-Large Urban Areas Program Funding

FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total
\$61,565,347	\$62,796,650	\$63,213,000	\$63,213,000	\$63,213,000	\$63,213,000	\$377,213,997

The FY 2010-2017 Program of Projects for eligible recipients for Section 5307 funding can be found in Exhibit B.

Section 5340-Growing States and High Density States Program

Program Overview

Administered under the Section 5307 program is the Section 5340 Growing States and High Density States program. The Section 5340 program is a new program established by SAFETEA-LU to apportion additional funding to the Urbanized Area Formula and Rural Area Formula programs.

Eligible Recipients

Recipients of Section 5340 funds are existing Urbanized Area (Section 5307) and Rural Area (Section 5311) formula fund recipients. With a few exceptions, Section 5340 funds may be used as Section 5307 funds or Section 5311 funds.

Funding

Separate formulas are used to apportion Section 5307 and Section 5340 funds to urbanized areas. Under the Section 5340 formula, half of the funds are made available under the Growing States factors and are apportioned based on State population forecasts for 15 years beyond the most recent Census. Amounts apportioned for each State are then allocated to urbanized and rural areas based on the State's urban/rural population ratio. The High Density States factors distribute the other half of the funds to States with population densities greater than 370 people per square mile. These funds are apportioned only to urbanized areas within those States.

The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the Section 5307 and 5340 formulas into a single apportionment when it publishes program apportionments.

The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility. In those urbanized areas with more than one grantee or designated recipient, FTA expects local officials, operating through the Metropolitan Planning Organization (MPO) and the designated recipient, to determine the sub-allocation together. The sub-allocation should be determined fairly and rationally through a process agreeable to recipients.

For more information: www.fta.dot.gov/funding/thirdpartyprocurement/faq/grants_financing_8022.html

Atlanta Region Section 5340 Policy

In the Atlanta region, the Transit Operators Subcommittee (TOS), a subcommittee of the Transportation Coordinated Committee, unanimously voted to utilize the entire annual allocation of the 5340 funds for projects of regional significance. On an annual basis, the TOS will meet and choose regional projects through consensus. The Atlanta region distribution and sub allocation policy for Section 5340 funding can be found in Exhibit A.

Atlanta Region Funding

Section 5308-Clean Fuels Program

Program Overview

The Section 5308 Clean Fuels program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. Under SAFETEA-LU, the Section 5308 program changed from a formula-based to a discretionary grant program.

Eligible Recipients

Eligible applicants under this program are designated recipients, which are entities designated to receive Federal urbanized formula funds under 49 U.S.C. 5307. Applicants must be in areas that are maintenance or non-attainment for ozone or carbon monoxide. In addition, public transit operators in clean air non-attainment or maintenance areas, both urbanized and non-urbanized, may apply.

Funding

Section 5308 funds are allocated on a discretionary basis and are available the year appropriated plus two years (total of three years). Section 5308 funds also require a local match. The Federal Share is not to exceed 90 percent of the net cost to comply with or maintain compliance with the Clean Air Act. FTA has administratively determined the composite Federal Share for vehicles and vehicle related equipment to be 83 percent for facilities. The 90 percent Share applies to the actual incremental costs of improvements for compliance with the Clean Air Act. The Section 5308 Program of Projects for the Atlanta region can be found in Exhibit C.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3560.html

Section 5309-Transit Capital Investment Program

Program Overview

The Section 5309 Capital Investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

- New and replacement buses and facilities (Bus and Bus Related Equipment and Facilities program).
- Modernization of existing rail systems (Fixed Guideway Modernization program).
- New fixed guideway systems (New Starts program and Small Starts).

Bus and Bus Related Equipment and Facilities Program

Overview

The Section 5309 Bus and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas. The Section 5309 program also administers the Section 5318 Bus Testing Facilities Program. Under this program, one facility is used for testing a new bus model for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.

Eligible Recipients

Eligible recipients under the Bus program are States and local governments, as well as subrecipients, such as public agencies, private companies engaged in public transportation and private non-profit organizations. Private companies engaged in public transportation are eligible sub recipients of FTA grants. Private operators may now receive FTA funds as a pass through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant.

Funding

Section 5309 Bus Related Equipment and Facilities funds historically have been fully earmarked. However, if the program is not fully earmarked, unallocated or discretionary funds may be available. Such funds may be allocated at the discretion of the Secretary of Transportation. Allocated funds remain available for obligation for three fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus two additional years. A state or local match is required to receive funding. The Federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage. The Federal share may exceed 80 percent for certain projects related to the ADA, the Clean Air Act (CAA), and certain bicycle projects.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3557.html

Atlanta Region Funding

Show below is the Atlanta region's Section 5309 Funding for FY 2001-2017

FY 2012-2017 Section 5309-Bus and Bus Related Equipment and Facilities Program Funding

2012	2013	2014	2015	2016	2017	Total
\$1,500,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$1,550,000	\$9,250,000

The Section 5309 Bus Related Equipment and Facilities Program of Projects for the Atlanta region can be found in Exhibit D.

Fixed Guideway Modernization Program

Overview

The Section 5309 Fixed Guideway Modernization program was originally designed to ensure the proper renovation of the nation's older rail transit systems, and the program continues to ensure that as Federal New Starts investment projects age, they can be modernized.

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.



Eligible Recipients

Eligible recipients under the Fixed Guideway and Modernization program are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Funding

Section 5309 Fixed Guideway Modernization funds are allocated by a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years. The formula for allocating funds contains seven tiers. The allocation of funding under the first four tiers is based on data used to apportion the funding in fiscal year 1997. Funding under the last three tiers is apportioned based on the latest available route miles and revenue vehicle miles on segments at least seven years old as reported to the National Transit Database. A threshold level of more than one mile of fixed guideway is required to receive these funds. Funds are available the year appropriated plus three years (total of four years) and require a 20 percent local match.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3558.html

Atlanta Region Funding

Show below is the Atlanta region's Section 5309 Funding for FY 2001-2017

FY 2012-2017 Section 5309-Fixed Guideway and Modernization Program Funding

2012	2013	2014	2015	2016	2017	Total
\$37,767,660	\$38,329,520	\$40,320,000	\$40,320,000	\$40,320,000	\$40,320,000	\$237,377,180

The Section 5309 Fixed Guideway Modernization Program of Projects for the Atlanta region can be found in Exhibit D.

New Fixed Guideway Systems (New Starts and Small Starts Program)

Overview

The Section 5309 The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems.

The Section 5309 Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10-minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance provided under the Small Starts program must be less than \$75 million and the project must have a total capital cost of less than \$250 million, both in year of expenditure dollars.



Eligible Recipients

Eligible applicants under the Section 5309 New Starts and Small Starts program are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Funding

Section 5309 New Starts and Small Starts funds historically have been fully earmarked. However, if unallocated or discretionary funds are available, those funds may be allocated at the discretion of the

Secretary of Transportation. Allocated Funds are available the year appropriated plus two years (total of three years).

The statutory match for New Starts and Small Starts funding is 80 percent Federal, 20 percent local. However, for projects under a Full Funding Grant Agreement (FFGA), FTA continues to encourage project sponsors to request a Federal New Starts funding share that is as low as possible. The Congressional Conference Report that accompanied the FY 2002 Department of Transportation Appropriations Act instructs “FTA not to sign any new full funding grant agreements after September 30, 2002 that have a maximum Federal share of higher than 60 percent.”

The Section 5309 New and Small Starts Program of Projects for the Atlanta region can be found in Exhibit D.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3559.html

Section 5311-Non Urbanized Formula Assistance Program

Program Overview

The Section 5311 Non Urbanized Assistance Program is a formula grant program that provides funding resources for states to support public transportation in rural areas, with population of less than 50,000. Established by SAFETEA-LU, Indian Tribes are also recipients of Section 5311 funds.



The FTA, on behalf of the Secretary of Transportation, apportions the funds appropriated annually to the Governor of each state for public transportation projects in nonurbanized areas. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation
- Provide for the participation of private transportation providers in nonurbanized transportation.

Eligible Recipients

Eligible recipients under the Section 5311 program are states and Indian tribes that receive Federal transit program funding directly from the FTA. A sub recipient of the program includes a State or local governmental authority, a nonprofit organization, or an operator of public transportation or intercity bus service that receives federal transit program funds indirectly through a recipient.

Funding

FTA apportions Section 5311 funds to the States by a statutory formula using the latest available U.S. decennial census data. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program. Funds are available the year appropriated plus two years (total of three years).

The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the Federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, they may be funded at 90 percent Federal match.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3555.html

Rural Transit Assistance Program (RTAP)

Program Overview

The Section 5311 Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.

Eligible Recipients

Eligible recipients under the Rural Transit Assistance program are States, local governments, and providers of rural transit services.

Funding

The Section 5311 RTAP program funds are allocated to states based on an administrative formula. The RTAP formula first allocates \$65,000 to each of the states and Puerto Rico, and \$10,000 to the Insular Areas of Guam, American Samoa, and Northern Marianas, and then distributes the balance according to nonurbanized population of the states. The national component is competitive selection conducted every five years and funded under a competitive cooperative agreement. Allocated Funds are available the year appropriated plus two years (total of three years). There is no Federal requirement for a local match for RTAP funding.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3554.html

Public Transportation on Indian Reservations Program (Tribal Transit Program)

Program Overview

The Section 5311 Tribal Transit Program was created under SAFETEA-LU and provides a total of \$45 million in direct funding to federally recognized tribes for the purpose of supporting tribal public transportation in rural areas.

Eligible Recipients

Only Federally recognized tribes are eligible recipients under the Tribal Transit Program. However, tribes that are not federally recognized remain eligible to apply to the State as a sub recipient for funding under the State's apportionment.

Funding

The Tribal Transit Program is funded under the Section 5311 program. On an annual basis, FTA conducts a national competitive selection process. Allocated funds are available the year appropriated plus two years (total of three years). There is no federal requirement for a local match under the Tribal Transit program.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3553.html

Atlanta Region Funding

Show below is the Atlanta region's Section 5311 Funding for FY 2001-2017

FY 2012-2017 Section 5311-Non Urbanized Formula Program Funding

2012	2013	2014	2015	2016	2017	Total
\$723,249	\$737,714	\$760,000	\$760,000	\$760,000	\$760,000	\$4,500,963

The Section 5311 Non Urbanized Area Formula Program of Projects for the Atlanta region can be found in Exhibit E.

Section 5339-Alternatives Analysis Program

Program Overview

The objective of the Section 5339 Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of Alternatives Analysis:

- Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea.

-
- Provides ample information to enable the Secretary to make the findings of project justification and local financial commitment.
 - Supports the selection of a locally preferred alternative.
 - Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.

Eligible Recipients

Eligible applicants for the Alternative Analysis program include public agencies, including States; municipalities and other subdivisions of States; public agencies and instrumentalities of one or more States; and public corporations, boards, and commissions established under State law. Applicants must have legal, financial, and technical capacity to carry out proposed project and maintain facilities and equipment purchased with Federal assistance. Private non-profit organizations are not directly eligible recipients. Grant requirements under this program are comparable to those for section 5309 grants.

Funding

Historically, the Alternative Analysis program has been partially earmarked and unallocated or discretionary funds were available. Any unallocated or discretionary funds under this program may be allocated at the discretion of the Secretary of Transportation. Allocated funds are available the year appropriated plus two years (total of three years). The statutory match for Alternatives Analysis program funding is 80 percent Federal, 20 percent local.

The Section 5339 Alternative Analysis Program of Projects for the Atlanta region can be found in Exhibit F.

For more information: www.fta.dot.gov/funding/grants/grants_financing_7395.html

Section 3 - FTA Human Services Transportation (HST) Programs

SAFETEA-LU established that, beginning in fiscal year 2007, a Coordinated Public Transit/ Human Services Transportation Plan must be developed locally to help guide three Federal Transit Administration (FTA) Programs:

- Section 5310 - Elderly Individuals and Individuals with Disabilities Program
- Section 5316 - Job Access and Reverse Commute Program (JARC)
- Section 5317 New Freedom Program

Any projects receiving funding from the above three programs, must be competitively selected and derived from the coordinated plan. On April 21, 2010, the ARC adopted the 2010-Coordinated Human Services Transportation Plan, which provides a framework for the Atlanta region to improve mobility for persons with disabilities, older adults, persons with low incomes, and other transportation-disadvantaged groups. A copy of the Atlanta region's coordinated plan is located on the ARC website at:

www.atlantaregional.com/transportation/human-services-transportation.

Section 5310 – Transportation for Elderly and Persons with Disabilities Program

Program Overview

The Section 5310 Transportation for Elderly and Persons with Disabilities program (49 U.S.C. 5310) provides formula funding to States to assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities, when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Section 5310 funds are apportioned based on each State's share of population for these groups of people.

Eligible Recipients

States are direct recipients of Section 5310 program funds. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate services.

In the state of Georgia, the Georgia Department of Human Services (DHS) is the designated recipient for Section 5310 funds. The DHS publishes an annual Georgia State Management Plan and Application Package for the Transportation of Elderly Persons and Persons with Disabilities. This plan describes DHS's role as the Designated Recipient and establishes the policies and procedures for administering the program and the competitive selection process for selecting projects. Currently this process is incorporated into the coordinated plan by reference only. A copy of the state's management plan can be found in Exhibit G.

DHS has instituted a policy that all federal and state funds used in the delivery of transportation services in this program will be applied in the purchase of services rather than in capital expenditures. No program funds will be used to purchase vehicles or related equipment. States have the option to designate the use of funds to meet the transportation needs of the target population. Within the state of Georgia, a

coordinated transportation system has been developed to increase efficiency of transportation efforts and resources. The use of Section 5310 funds within a coordinated effort is considered a high priority objective by the agency.

Funding

The Section 5310 funds are apportioned among the States by a formula, which is based on the number of elderly persons and persons with disabilities in each State according to the latest available U.S. census data. Section 5310 funds are available to the States during the Fiscal Year of apportionment plus two additional years (total of three years) require local matching funds.

The Federal share of eligible capital costs may not exceed 80 percent of the net cost of the activity. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent Federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3556.html

Atlanta Region Funding

Show below is the Atlanta region's Section 5310 Funding for FY 2001-2017

FY 2012-2017 Section 5310-Transportation for Elderly and Disabled Persons Program Funding

2012	2013	2014	2015	2016	2017	Total
\$783,311	\$798,977	\$800,000	\$800,000	\$800,000	\$800,000	\$4,782,288

The Section 5310 Program of Projects for the Atlanta region can be found in Exhibit G.

Section 5316 -Job Access and Reverse Commute (JARC) Program

Program Overview

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. The goal of the JARC program is to improve access to transportation services to and from employment and employment related activities for welfare recipients and eligible low-income individuals. JARC also aims to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

Eligible Recipients

States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services. ARC and the Metropolitan Atlanta Rapid Transit Authority (MARTA) are joint designated recipients for the FTA Section 5316 JARC and Section 5317 New

Freedom Programs for the Atlanta Urbanized Area. As joint designated recipients, ARC and MARTA are responsible for conducting the competitive selection process for JARC and New Freedom projects in the 18-county region. Exhibit H contains a copy of the designated recipient letter from Governor Perdue.

Funding

Of the total JARC funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the states for small-urbanized areas; and 20 percent to the states for rural and small urban areas under 50,000 in population. Section 5316 funds are apportioned among the recipients by a formula, which is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas. Section 5316 funds are available to the States and designated recipients in large urbanized areas during the Fiscal Year of apportionment plus two additional years (total of three years). Prior to SAFETEA-LU, JARC funds were distributed to states on a discretionary basis through earmarks or congressional appropriations.

JARC funds may be used to finance capital, planning and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Designated Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3550.html

Atlanta Region Funding

Show below is the Atlanta region’s Section 5316 Funding for FY 2001-2017

FY 2012-2017 Section 5316-Job Access and Reverse Commute Program Funding

2012	2013	2014	2015	2016	2017	Total
\$1,563,027	\$1,594,288	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,557,315

The Section 5316 Program of Projects for the Atlanta region can be found in Exhibit H.

Section 5317 - New Freedom Program

Program Overview

The Section 5317 New Freedom program is a new formula grant program established by SAFETEA-LU. The program aims to provide additional tools to overcome existing barriers facing Americans with disabilities who desire integration into the work force and full participation in society. The New Freedom program also seeks to reduce barriers to transportation services and expand the transportation mobility

options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Eligible Recipients

States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

Funding

Of the total New Freedom funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the states for small-urbanized areas; and 20 percent to the states for rural and small urban areas under 50,000 in population. Section 5317 funds are apportioned among the recipients by a formula, which is based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas. Section 5317 funds are available to the States during the Fiscal Year of apportionment plus two additional years (total of three years).

New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Designated Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3549.html

Atlanta Region Funding

Show below is the Atlanta region's Section 5317 Funding for FY 2001-2017

FY 2012-2017 Section 5317-New Freedom Program Funding

2012	2013	2014	2015	2016	2017	Total
\$981,496	\$1,001,126	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,982,622

The Section 5317 Program of Projects for the Atlanta region can be found in Exhibit I.

Section 4 - Other FTA Programs

Section 5320 - Paul S. Sarbanes Transit in Parks Program

Program Overview

The Section 5320 Paul S. Sarbanes Transit in Parks Program was established to address the challenge of increasing vehicle congestion in and around our national parks and other federal lands. America's national parks, wildlife refuges, and national forests were created to protect unique environmental and cultural treasures, but are now facing traffic, pollution and crowding that diminishes the visitor experience and threatens the environment. To address these concerns, this program provides funding for alternative transportation systems, such as shuttle buses, rail connections and even bicycle trails.

The Transit in Parks program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. The U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service, administers the program.

Eligible Recipients

Eligible funding recipients under the Transit in Parks program include federal land management agencies (FLMAs) that manage eligible areas, including, but not limited to:

- Bureau of Land Management (BLM)
- Bureau of Reclamation (BR)
- National Park Service (NPS)
- U.S. Fish and Wildlife Service (FWS)
- U.S. Forest Service (USFS)

Eligible recipients also include state, tribal, or local governmental authorities with jurisdiction over land near an eligible area acting with the consent of the FLMA.

Funding

Historically, the Transit in Parks program has been funded from remaining unallocated fiscal year funds at the discretion of the Secretary of Transportation.

For more information: www.fta.dot.gov/funding/grants/grants_financing_6106.html

Section 5505 - University Transportation Centers Program (49 U.S.C. 5505)

Program Overview

The Section 5505 University Transportation Centers program focuses on the transfer of knowledge relevant to national, state, and local issues, and builds professional capacity of the transportation workforce. Research and education activities address transportation planning, analysis, and management, with special emphasis on increasing the number of highly skilled individuals entering the field of transportation. All recipients are specified in the federal law.



Under the program participating universities conduct basic and applied research, education programs that include multidisciplinary course work and participation in research, and ongoing programs of technology transfer that make research results available to potential users.

Eligible Recipients

Eligible recipients under the University Transportation Centers program are non-profit institutions of higher learning by.

Funding

The Research and Innovative Technology Administration (RITA) using funds appropriated to FTA administer this program. Allocated funds require a non-federal match in an amount at least equal to the grant. The use of funds provided to a recipient under 23 USC §§503, 504(b), or 505, i.e. FHWA's technology deployment program, local technical assistance program or State planning and research program may be used as a match.

For more information: www.fta.dot.gov/funding/grants/grants_financing_3547.html

TIGGER Program

Program Overview

The TIGGER program works directly with public transit agencies to implement new strategies for reducing greenhouse gas emissions or reduce energy usage from their operations. These strategies can be implemented through operational or technological enhancements or innovations. To align the TIGGER Program with other strategic initiatives, FTA has encouraged project implementation that will demonstrate innovative electric drive and related technology approaches to achieving efficiency goals. FTA's Office of Research, Demonstration and Innovation manage the TIGGER program in coordination with the Office of Program Management and Regional Offices.

Eligible Recipients

Eligible recipients under the TIGGER program are public transit agencies.

Funding

Funding for the TIGGER program was initiated within the American Recovery & Reinvestment Act (ARRA) of 2009. Under ARRA, \$100 million was appropriated to FTA to start this program. Funding for the program is being continued through the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act 2010 enacted in 2009. Under this Act, \$75 million was appropriated to FTA for the TIGGER program.

For more information: www.fta.dot.gov/assistance/research_11424.html

Veterans Transportation and Community Living Initiative

Initiative Overview

The Veterans Transportation and Community Living Initiative (VTCLI) is an innovative, federally coordinated partnership that will make it easier for U.S. veterans, active service members, military families, and others to learn about and arrange for locally available transportation services that connect them with work, education, health care, and other vital services in their communities. Drawing on existing federal resources, and in consultation with advocates for veterans and people with disabilities, projects are being funded in urban, suburban, and rural communities around the nation to strengthen and promote "one-call" information centers and other tools that conveniently "connect the dots" as never before. As a result, these deserving men and women and their families may quickly and conveniently turn to trusted sources who have been specially trained to help them access local transportation options and other support services, ranging from workforce training to food pantry locations.

Eligible Recipients

This VTCLI grant opportunity makes funds available to local governmental agencies to finance capital costs of implementing, expanding, or increasing access to local One-Call/One-Click Transportation Resource

Centers. These Centers simplify access to transportation for the public by connecting customers in one place to rides and transportation options provided in their locality by a variety of transportation providers and programs. This notice includes priorities established by the Coordinating Council's partnership for these discretionary funds, the criteria the interagency review panel will use to identify meritorious projects for funding, and describes how to apply.

Additionally, the Department of Veterans Affairs (VA) will make mobility management training assistance and support available to Veteran's Affairs networks in communities selected for award. The Department of Labor (DOL) will make social communication technologies and training available to selected grantees in order to actively engage veterans, military service personnel and families as well as others in the community in the development of plans to better respond to the transportation needs of veterans and military service families.

Funding

In November 2011 the Federal Transit Administration (FTA) announced the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Federal Interagency Coordinating Council on Access and Mobility's (CCAM or Coordinating Council) Veterans Transportation and Community Living Initiative (VTCLI or Initiative). This grant opportunity was funded using \$30 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005.

In February 2012 the FTA announced the availability of \$30 million in discretionary funding for a second round of VTCLI for continuing support of the Federal Interagency Coordinating Council on Access and Mobility's (Coordinating Council or CCAM) Veterans Transportation and Community Living Initiative (VTCLI). FTA provided approximately \$25 million in unallocated discretionary FY 2012 Bus and Bus Facilities Program funds, supplemented by approximately \$5 million in unallocated FY 2011 National Research Program funds. This grant opportunity was referred to as VTCLI II and was made available to state and local governmental agencies for the capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers (One-Call/One-Click Centers), as well as some research costs to demonstrate successful implementation of these capital projects.

FTA 2011 and 2012 Veterans Transportation and Community Living Initiative Project Selections

Project Sponsor	Project Title	Project Description	Federal Award Amount
Atlanta Regional Commission	Atlanta Mobility Management One-Click	ARC will use the funds to link multiple existing call centers to a centralized database of transportation information through a multi-functional website. The platform will streamline and improve mobility planning by tracking client requests, program availability and gaps in service. This project lays the groundwork for a future upgrade to one, fully-integrated multi-disciplinary one-stop regional call center.	FY 2011 \$419,855
Atlanta Regional Commission	Supplemental 5312 Funding for Round 1 VTCLI Award	ARC will use funds for the 'One Click to Get There' project to raise awareness of the one-click mobility management software, increase the number of users, and establish a trained corps of volunteers to host training sessions throughout the 18-county metro area. The software, which includes an easy to use web-based public interface, links veterans, older adults, persons with disabilities and others to more mobility options in the region.	FY 2012 \$50,000

Exhibit A: Atlanta Region Section 5307 and 5340 Distribution and Sub Allocation Policies

Atlanta Region Policy for the Allocation and Programming of FTA Section 5307 Urbanized Area Formula Funds

STATEMENT OF FACT

The Metropolitan Atlanta Rapid Transit Authority (MARTA), as the Designated Recipient, in partnership with the Atlanta Regional Commission (ARC), administers the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) funds allocated to the Atlanta Urbanized Area. All Section 5307 formula funds must be sub-allocated to eligible recipients according to FTA guidelines and in accordance with the Atlanta regional planning process and the development of the Transportation Improvement Program (TIP). During the fiscal year, eligible projects consistent with the Regional Transportation Plan (RTP) and within the limits of local allocations will be considered as additions to the TIP through the regional transportation planning process.

The following policy has been developed "fairly and rationally through a process agreeable to the Designated Recipient" in accordance with FTA Circular 9030.1C Chapter IV, 8. SUBAREA ALLOCATION.

STATEMENT OF POLICY

1. One-half of one percent (0.5%) of the amount of the total annual allocation of Section 5307 funds for the Atlanta Urbanized Area (UZA) shall be reserved for regional transit planning projects. As the federally designated Metropolitan Planning Organization (MPO) for the Atlanta region, ARC will assume the responsibility for the coordination and/or implementation of these projects in accordance with FTA guidelines.
2. The remaining 99.5% of the annual allocation of Section 5307 funds shall be sub-allocated to MARTA, and other transit operators and counties within the Atlanta UZA. The sub-allocation for the Atlanta UZA is determined by applying the FTA's national apportionment formula as defined by TEA-21. This formula takes into account Population, Population Density, Revenue Vehicle Miles, Fixed Guideway Route Miles and the Ratio of Passenger Miles multiplied Passenger Miles to Operating Costs. The sub-allocation will employ the most recent U.S. Census population estimates for the Urbanized Area and the FTA approved National Transit Database (NTD) service measures which were used to determine the national apportionments. With the exception of Fulton and DeKalb counties, the portion of the funds that is allocated on the basis of population/population density will accrue to county governments. The portion of the funds allocated on the basis of population/population density for Fulton and DeKalb counties will be allocated directly to MARTA. The portion of the funds that is allocated on the basis of service measures will accrue to the entity which reports those measures to the NTD.
3. The Designated Recipient will run the distribution formula and provide the MPO with the annual Section 5307 Suballocation Schedule within 30 days of the publication of the Section 5307 Apportionments in the Federal Register. The annual allocation for each county in the UZA that is eligible for Section 5307 Funds and all transit systems reporting data to the NTD collectively referred to hereinafter as "eligible recipients", is included in the aforementioned schedule.

-
4. The MPO, in conjunction with the Designated Recipient, will notify each eligible recipient within the UZA of the amount of its allocation within 30 days of receipt by the MPO of the Section 5307 Urbanized Area Suballocation Schedule from the Designated Recipient.
 5. The development of the Section 5307 Program of Projects (POP) for the Atlanta Urbanized Area will be accomplished via the procedure set out in Attachment 1 to this Policy. Said attachment may be amended at any time by the Designated Recipient and the MPO through the Transit Operators Subcommittee (TOS) of ARC and with its consent without need for MPO Board adoption.
 6. The MPO will process, and the Designated Recipient will review the project requests submitted by the eligible recipients. Jointly, the MPO and the Designated Recipient will assimilate the proposed POP, and present it to the TOS of the ARC. TOS will make a recommendation regarding the proposed POP and forward it to the MPO to be included the TIP update or amendment process (as applicable based on where the MPO is in the TIP development cycle) as defined by the federally mandated regional planning process.
 7. The MPO and the Designated Recipient will conduct public involvement activities for the proposed POP in conjunction with the public involvement process required for updating or amending the TIP. Specific public involvement activities and schedules will be dependent on the status of the TIP development process.
 8. The proposed POP, as a part of the Draft TIP, will follow the approval process for the TIP as specified in the Metropolitan Planning Regulations [23CFR450.324(b)].
 9. In the event that some portion of the regional allocation does not get programmed in the TIP in the year of allocation, those funds will be programmed during the next update or amendment of the TIP.
 10. In the event that a project programmed in the TIP is not submitted as part of a grant application within the federally allowed period of eligibility (e.g. the year of the allocation plus three additional years), the funds associated with that project will be reprogrammed via the Section 5307 distribution policy set forth in this document in the next fiscal year.
 11. In the event that the FTA's national apportionment formula changes, the MPO and the Designated Recipient, through the TOS, will undertake a re-evaluation of this policy to determine if appropriate changes to the current policy need to be made.

Attachment 1:
Procedure for the Programming of the Atlanta Urbanized Area
Section 5307 Suballocations

Each eligible recipient of Section 5307 funds will be required to respond in writing to the MPO (with copy to the Designated Recipient) regarding its intention to either use the funds for an eligible Section 5307 project or return the funds to the Atlanta Urbanized Area. Such notification must be received by the MPO and Designated Recipient within 45 days of being notified of the amount of its allocation. Failure to respond will be considered tantamount to directing the Designated Recipient and MPO to return the funds to the UZA. Within 45 days of submitting this initial notification to the MPO, the eligible recipient shall submit to the MPO and Designated Recipient a description of the specific project(s) proposed for Section 5307 funding.

It is understood that there are county governments in the Urbanized Area that do not operate transit systems and do not perform transit planning functions. It is further understood that in some of these counties, other entities may be operating transit systems eligible to receive Section 5307 funds. The MPO and the Designated Recipient encourage these county governments to develop memoranda of agreement with the eligible operator(s) within their jurisdictions to provide for the use of the county's Section 5307 allocation by these operator(s). These memoranda of agreement should be provided to the MPO and the Designated Recipient. Should a county not have a memorandum of agreement in place with a transit operator within its jurisdiction and fail to respond within 45 days after it receives notification of its allocation, the funds allocated to the county will default to the eligible transit system(s) in operation within the county.

If there is more than one eligible transit system in operation in a county that does not intend to use the funds allocated to it, the funds will be distributed to the multiple operators via the operating statistics portion of the national apportionment formula based on the amount of service provided within the Urbanized Area of the county in question. When a county that does not have an eligible transit system in operation either notifies the MPO and the Designated Recipient that it does not intend to use its allocation or fails to respond within 45 days of receiving notification of its allocation, that county's allocation is redistributed to the remainder of the Urbanized Area via the FTA apportionment formula with that jurisdiction removed from the formula.

Exhibit B: Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

Fiscal 2012-2013 Section 5307 and 5340 Program of Projects

ARC Number	PROJECT DESCRIPTION	PROJECT CATEGORY	Funded	2012 LOCAL	2012 STATE	2012 FEDERAL	2012 TOTAL	2013 LOCAL	2013 STATE	2013 FEDERAL	2013 TOTAL
AR-ARC-5307	PLANNING	Capital		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AR-ARC-5307BF	BALANCE FORWARD					1,193,760.00	1,193,760.00	0.00	0.00	1,166,660.00	1,166,660.00
AR-RTC-5340BF				0.00	0.00	0.00	0.00			2,135,308.00	2,135,308.00
AR-BA-5307	BALANCE FORWARD			0.00	0.00	19,738.00	19,738.00	0.00	0.00	57,750.00	57,750.00
AR-BT-5307	BALANCE FORWARD			0.00	0.00	52,646.00	52,646.00	0.00	0.00	82,174.00	82,174.00
AR-CH-5307B	CAPITAL COST OF CONTRACTING	Operation	Funded	25,000.00	25,000.00	200,000.00	250,000.00	0.00	0.00	0.00	0.00
AR-CH-5307I	METROPOLITAN PLANNING	Capital	Funded	7,000.00	7,000.00	56,000.00	70,000.00	0.00	0.00	0.00	0.00
AR-CH-5307T	TRANSIT ENHANCEMENTS	Capital	Funded	800.00	800.00	6,400.00	8,000.00	0.00	0.00	0.00	0.00
AR-CH-5307MM	MOBILITY MANAGEMENT	Capital	Funded	15,000.00	15,000.00	120,000.00	150,000.00	0.00	0.00	0.00	0.00
AR-CH-5307ET	EDUCATION AND TRAINING	Capital	Funded	500.00	500.00	4,000.00	5,000.00	0.00	0.00	0.00	0.00
AR-CH-5307PM	PREVENTIVE MAINTENANCE	Maintenance	Funded	12,500.00	12,500.00	100,000.00	125,000.00	0.00	0.00	0.00	0.00
AR-CH-5307EQ	MISCELLANEOUS SUPPORT EQUIPMENT	Capital	Funded	2,000.00	2,000.00	16,000.00	20,000.00	0.00	0.00	0.00	0.00
AR-CH-5307BP	BUS PURCHASE	Capital	Funded	10,800.00	10,800.00	86,400.00	108,000.00	0.00	0.00	0.00	0.00
AR-CH-5307FL	FUEL ELECTRICAL PROPULSION	Capital	Funded	9,904.50		19,467.00	49,522.50				
AR-CH-5307BF	BALANCE FORWARD					1,990,984.00	1,990,984.00	0.00	0.00	2,542,750.00	2,542,750.00
AR-CL-5307	BALANCE FORWARD			0.00	0.00	7,862,851.00	7,862,851.00	0.00	0.00	7,270,132.00	7,270,132.00
AR-CO-5307B	TRANSIT BUS FACILITIES	Capital	Funded	67,000.00	67,000.00	536,000.00	670,000.00	0.00	120,000.00	0.00	0.00
AR-CO-5307D	TRANSIT ENHANCEMENTS	Capital	Funded	126,796.00	126,797.00	1,014,378.00	1,267,972.00	0.00	1,551,143.00	0.00	0.00
AR-CO-5307E	TRANSIT PLANNING PROGRAM	Capital	Funded	201,667.00	201,667.00	1,613,333.00	2,016,666.00	0.00	240,000.00	15,000.00	15,000.00
AR-CO-5307F	COMPUTER AND COMPUTER RELATED	Capital	Funded	30,150.00	30,150.00	241,200.00	301,500.00	0.00	80,000.00	0.00	0.00
AR-CO-5307R	EDUCATION/TRAINING	Operation	Funded	500.00	500.00	4,000.00	5,000.00	0.00	12,000.00	0.00	0.00
AR-CO-5307H	PREVENTIVE MAINTENANCE	Maintenance	Funded	225,000.00	225,000.00	1,800,000.00	2,250,000.00	0.00	1,600,000.00	210,000.00	210,000.00
AR-CO-5307K	FARE COLLECTION EQUIPMENT	Capital	Funded	20,000.00	20,000.00	160,000.00	200,000.00	0.00	160,000.00	0.00	0.00
AR-CO-5307L	ITS/ATMS AND RELATED EQUIPMENT	Capital	Funded	22,500.00	22,500.00	180,000.00	225,000.00	0.00	80,000.00	0.00	0.00
AR-CO-5307M	PARATRANSIT OPERATIONS	Operation	Funded	101,106.00	101,106.00	808,849.00	1,011,061.00	0.00	501,600.00	68,399.00	68,399.00
AR-CO-5307MM	MOBILITY MANAGEMENT	Capital	Funded	13,500.00	13,500.00	108,000.00	135,000.00	0.00	0.00	0.00	0.00
AR-CO-5307FL	FUEL	Capital	Funded	194,341.00	194,341.00	1,554,725.00	1,943,406.00	0.00			
AR-CO-5307SV	SUPPORT VEHICLES	Capital	Funded	8,500.00	8,500.00	68,000.00	85,000.00				
AR-CO-5307BF	BALANCE FORWARD	Capital	Funded	0.00	0.00	4,308,139.00	4,308,139.00	0.00	0.00	2,963,298.00	2,963,298.00
AR-CW-5307	BALANCE FORWARD			0.00	0.00	394,977.00	394,977.00	0.00	0.00	591,500.00	591,500.00
AR-DO-5307U	PARK AND RIDE EXPANSION & UPGRADES	Capital	Funded	61,367.00	61,366.00	490,931.00	613,664.00	100,157.00	100,156.00	801,250.00	1,001,563.00
AR-DO-5307A	ALTERNATIVE FUEL OR LOW EMISSION VANS	Capital	Funded	32,000.00	32,000.00	256,000.00	320,000.00	37,500.00	37,500.00	300,000.00	375,000.00
AR-DO-5307BF	BALANCE FORWARD			0.00	0.00	3,365,730.00	3,365,730.00	0.00		4,249,006.00	4,249,006.00
AR-DO-5307FL	FUEL	Capital	Funded	23,373.00	23,373.00	218,987.00	273,734.00				
AR-DO-5307PM	PREVENTIVE MAINTENANCE	Capital	Funded					4,144.00	4,143.00	33,148.00	41,435.00
AR-FA-5307	BALANCE FORWARD			0.00	0.00	177,253.00	177,253.00	0.00	0.00	148,858.00	148,858.00
AR-FT-5307	BALANCE FORWARD			0.00	0.00	0.00	0.00	0.00	0.00	266,093.00	266,093.00
AR-5307A-GRTA	TECHNOLOGICAL ENHANCEMENTS XPRESS (DISPATCH, AUTOMATED VOICE ANNOUNCEMENT, CCTV)									6,051,217.00	6,051,217.00
AR-GRTA-5307MM	MOBILITY MANAGEMENT	Capital	Funded	0.00	3,000.00	12,000.00	15,000.00	0.00	55,000.00	220,000.00	275,000.00
AR-GRTA-5307SR	SHORT RANGE PLANNING	Capital	Funded	0.00	89,402.00	357,607.00	447,009.00	0.00	60,000.00	240,000.00	300,000.00
AR-GRTA-5307D	PREVENTIVE MAINTENANCE XPRESS	Maintenance	Funded	0.00	0.00	0.00	0.00	0.00	712,000.00	2,848,000.00	3,560,000.00
AR-GRTA-5307CC	CAPITAL COST OF CONTRACTING GCT XPRESS	Capital	Funded	0.00	66,000.00	264,000.00	330,000.00	0.00	308,000.00	1,232,000.00	1,540,000.00
AR-GRTA-5307PA	PROJECT ADMINISTRATION	Capital	Funded	0.00	26,000.00	104,000.00	130,000.00	0.00	8,000.00	32,000.00	40,000.00

ARC Number	PROJECT DESCRIPTION	PROJECT CATEGORY	Funded	2012 LOCAL	2012 STATE	2012 FEDERAL	2012 TOTAL	2013 LOCAL	2013 STATE	2013 FEDERAL	2013 TOTAL
AR-GRTA-5307ED	ENGINEERING AND DESIGN ADA IMPROVEMENTS	Capital	Funded	0.00	10,000.00	40,000.00	50,000.00	0.00	0.00	0.00	0.00
AR-GRTA-5307TI	TRAVELER INFORMATION AND FLEET MANAGEMENT (REPLACEMENT) - PRODUCT SELECTION/PURCHASE & INSTALLATION	Capital	Funded	0.00	70,000.00	280,000.00	350,000.00	0.00	0.00	0.00	0.00
AR-GRTA-5307FP	FUEL PROPULSION	Capital	Funded	0.00	338,122.00	1,352,488.00	1,690,610.00	0.00	353,803.00	1,415,210.00	1,769,013.00
AR-GRTA-5307EP	EMERGENCY PREPAREDNESS TRAINING	Capital	Funded	0.00	17,000.00	68,000.00	85,000.00	0.00	0.00	0.00	0.00
AR-GRTA-5307TI	PROGRAM ADMINISTRATION TIA TRANSIT IMPLEMENTATION	Capital	Funded	0.00	100,000.00	400,000.00	500,000.00	0.00	300,000.00	1,200,000.00	1,500,000.00
AR-GRTA-5307BF	BALANCE FORWARD					23,402,453.00	23,402,453.00	0.00	0.00	8,435,843.00	8,435,843.00
AR-GW-5307A	TRANSIT ENHANCEMENTS	Capital	Funded	8,000.00	8,000.00	64,000.00	80,000.00	8,125.00	8,125.00	65,000.00	81,250.00
AR-GW-5307C	PARATRANSIT OPERATIONS	Operation	Funded	80,125.00	80,125.00	641,000.00	801,250.00	81,750.00	81,750.00	654,000.00	817,500.00
AR-GW-5307G	CAPITAL COST OF CONTRACTING	Capital	Funded	600,000.00	600,000.00	4,800,000.00	6,000,000.00	637,500.00	637,500.00	5,100,000.00	6,375,000.00
AR-GW-5307H	SHORT RANGE PLANNING TECHNICAL ASSISTANCE & MARKETING PLANNING	Capital	Funded	0.00	0.00	0.00	0.00	12,500.00	12,500.00	100,000.00	125,000.00
AR-GW-5307L	FACILITY LEASE GWINNETT TRANSIT CENTER	Capital	Funded	34,000.00	34,000.00	272,000.00	340,000.00	51,000.00	51,000.00	408,000.00	510,000.00
AR-GW-5307D	CAPITAL MAINTENANCE FUEL PURCHASE COSTS	Capital	Funded	36,838.00	36,838.00	294,704.00	368,380.00	0.00	0.00	0.00	0.00
AR-GW-5307E	TRANSIT VEHICLE PROCUREMENT/COMMUTER & LOCAL BUS	Capital	Funded	94,455.00	94,455.00	755,636.00	944,545.00	58,011.00	58,011.00	464,088.00	580,110.00
AR-GW-5307F	PARATRANSIT VEHICLE PROCUREMENT	Capital	Funded	11,000.00	11,000.00	88,000.00	110,000.00	11,600.00	11,600.00	92,800.00	116,000.00
AR-GW-5307J	TRANSIT SECURITY	Capital	Funded	8,000.00	8,000.00	64,000.00	80,000.00	8,125.00	8,125.00	65,000.00	81,250.00
AR-GW-5307K	PARK AND RIDE LOT	Capital	Funded	0.00	0.00	0.00	0.00	375,000.00	375,000.00	3,000,000.00	3,750,000.00
AR-GW-5307BF	BALANCE FORWARD					19,711,218.00	19,711,218.00	0.00	0.00	13,903,656.00	13,903,656.00
AR-HA-5307	BALANCE FORWARD			0.00	0.00	139,001.00	139,001.00	0.00	0.00	0.00	0.00
AR-HE-5307BF	BALANCE FORWARD			0.00	0.00	677,672.00	677,672.00	0.00	0.00	0.00	0.00
AR-HE-5307H	PLANNING FOR HST COORDINATION AND INCREASED RIDERSHIP		Funded	107,172.00	0.00	535,861.00	643,033.00				
AR-HE-5307P	PREVENTIVE MAINTENANCE	Capital	Funded	14,000.00		70,000.00	84,000.00				
AR-HE-5307D	OPERATING ASSISTANCE	Capital	Funded	14,000.00		70,000.00	84,000.00				
AR-HE-5307E	FORCE ACCOUNT NEW CONSTRUCTION/ PROJECT & CONSTRUCTION MANAGEMENT	Capital	Funded	5,000.00		25,000.00	30,000.00				
AR-HE-5307	BUS SHELTER PURCHASE	Capital	Funded	15,000.00	0.00	75,000.00	90,000.00				
AR-M-5307B	SECURITY EQUIPMENT	Capital	Funded	200,000.00	0.00	80,000.00	100,000.00	120,000.00	0.00	480,000.00	600,000.00
AR-M-5307E	ENVIRONMENTAL REHABILITATION/RENOVATION	Capital	Funded	75,000.00	0.00	300,000.00	75,000.00	0.00	300,000.00	0.00	0.00
AR-M-5307G	REGIONAL TRANSIT PLANNING	Operation	Funded	160,000.00	0.00	640,000.00	160,000.00	0.00	640,000.00	0.00	0.00
AR-M-5307L	PREVENTIVE MAINTENANCE (BUS AND RAIL)	Maintenance	Funded	9,006,000.00	0.00	36,024,000.00	45,030,000.00	10,302,000.00	0.00	41,208,000.00	51,510,000.00
AR-M-5307N	TRANSIT ENHANCEMENTS	Capital	Funded	20,000.00	0.00	80,000.00	100,000.00	120,000.00	0.00	480,000.00	600,000.00
AR-M-5307O	ADA PARATRANSIT OPERATING ASSISTANCE	Operation	Funded	500,000.00	0.00	2,000,000.00	2,500,000.00	500,000.00	0.00	2,000,000.00	2,500,000.00
AR-M-5307FP	FUEL PROPULSION	Capital	Funded	200,000.00	0.00	800,000.00	1,000,000.00	875,000.00	0.00	3,500,000.00	4,375,000.00
AR-M-5307BF	BALANCE FORWARD			1,200,000.00	0.00	21,857,773.00	21,857,773.00	0.00	0.00	32,673,623.00	32,673,623.00
AR-M-5307FR	FACILITIES REHABILITATION/RENOVATION	Capital	Funded	40,000.00	0.00	160,000.00	200,000.00	40,000.00	0.00	160,000.00	200,000.00
AR-M-5307LS	LINE STRUCTURE REHABILITATION/RENOVATION	Capital	Funded	40,000.00	0.00	160,000.00	200,000.00				
AR-NE-5307	BALANCE FORWARD			0.00	0.00	410,587.00	410,587.00	0.00	0.00	613,130.00	613,130.00
AR-PA-5307BF	BALANCE FORWARD			0.00	0.00	0.00	0.00	0.00	0.00	238,379.00	238,379.00

ARC Number	PROJECT DESCRIPTION	PROJECT CATEGORY	Funded	2012 LOCAL	2012 STATE	2012 FEDERAL	2012 TOTAL	2013 LOCAL	2013 STATE	2013 FEDERAL	2013 TOTAL
AR-RO-5307	BALANCE FORWARD			0.00	0.00	0.00	0.00	0.00	0.00	132,615.00	132,615.00
AR-SP-5307	BALANCE FORWARD			0.00	0.00	667,782.00	667,782.00	0.00	0.00	530,794.00	530,794.00
AR-SP-5307				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AR-WA-5307	BALANCE FORWARD			0.00	0.00	18,474.00	18,474.00	0.00	0.00	0.00	0.00

Exhibit C: The Section 5308 Clean Fuels Program of Projects (Atlanta Region)

The Section 5308 Program of Projects will be added to this document during the first quarter 2013 Administrative TIP Modification.

Exhibit D: Section 5309 Transit Capital Programs: Bus and Bus Related Equipment and Facilities, Fixed Guideway Modernization, and New Fixed Guideway New and Small Starts Program of Projects (Atlanta Region)

The Section 5309 Program of Projects will be added to this document during the first quarter 2013 Administrative TIP Modification.

Exhibit E: Section 5311 Non-Urbanized Formula Assistance Program of Projects (Atlanta Region)

The Section 5311 Program of Projects will be added to this document during the first quarter 2013 Administrative TIP Modification.

Exhibit F: Section 5339 Alternative Analysis Program of Projects (Atlanta Region)

*The Section 5339 Program of Projects will be added to this document during the first quarter 2013
Administrative TIP Modification.*

Exhibit G: Section 5310 Transportation for Elderly and Persons with Disabilities Program of Projects (Atlanta Region)

The Section 5310 Program of Projects will be added to this document during the first quarter 2013 Administrative TIP Modification.

Exhibit H: Designated Recipient Letter and Section 5316 Job Access and Reverse Commute (JARC) Program of Projects (Atlanta Region)

Project Sponsor	Project Description	Federal	Local	Total
Cobb County Department of Transportation	Continuation and Enhancement of Route #30 JARC Route	\$600,000	\$1,400,000 - Overmatch	\$2,000,000
Metropolitan Atlanta Rapid Transit Authority (MARTA)	FY 2011 JARC Program, Continuation, Improvement, & Enhancement of eight routes	\$1,190,075	\$4,120,250 - Overmatch	\$5,310,325

Exhibit I: Section 5317 New Freedom Program of Projects (Atlanta Region)

Project Sponsor	Project Description	Federal	Local	Total
Cobb County	Disabled Persons Voucher Program	\$527,850	\$527,850	\$1,055,700
Cobb & Douglas Community Services Boards	Transportation Services for Persons with Disabilities & Older Adults	\$189,266.07	\$86,663.60	\$275,929.67
DeKalb County	Continuation and Enhancement of TAPED Voucher & Brokered Trip Program for Older Adults & Persons with Disabilities	\$218,557.50	\$161,650.00	\$ 380,207.50
Fayette Senior Services	Voucher Program for Older Adults & Persons with Disabilities	\$113,842	\$76,872	\$190,714
Gwinnett County Senior Services	Continuations of Project GET IN GEER. Voucher Program and Mobility Management for Older Adults & Persons with Disabilities	\$182,916	\$118,304	\$301,220
Jewish Federation of Greater Atlanta	Transportation for the Georgia NORC Initiative. Vouchers and other Transportation Services for Older Adults & Persons with Disabilities.	\$85,217	\$39,341	\$124,558
Marcus Jewish Center of Atlanta, Inc.	Transportation Vouchers for Persons with Disabilities and Older Adults.	\$146,249	\$92,548	\$238,797
Rockdale County Recreation and Senior Services	Cost Sharing Transportation Vouchers for Persons with Disabilities and Older Adults.	\$19,950	\$19,000	\$38,950
Senior Services North Fulton	Voucher Program for Older Adults with Disabilities	\$45,084	\$18,666	\$63,750